

Memorandum of Agreement

Among

HQ USAF Director of Operations and Training (AF/XOO), Pentagon, Washington, D.C.
USAF Chief of Mortuary Affairs (AFSVA/SVOM), Randolph AFB, TX
Continental US NORAD Region, Tyndall AFB, FL
Commander Naval Air Force, U.S. Atlantic Fleet, Norfolk, VA
Chief of Navy Information (CHINFO), Aviation Support Branch, Pentagon, Washington, D.C.
Air Combat Command Director of Air and Space Operations, Langley AFB, VA
Commander, 89th Airlift Wing, Andrews AFB, MD
AFDW A-3/Commander of Ceremonies, Bolling AFB, D.C.
National Capitol Region Coordination Center (NCRCC), TSA, Arlington, VA
Commander, Military District of Washington, Fort McNair, D.C.
FAA Air Traffic Manager, Potomac TRACON, Vint Hill, VA
FAA Air Traffic Manager, Ronald Reagan Washington National Airport, Arlington, VA
FAA Air Traffic Manager, Andrews Air Force Base, MD and
Superintendent, Arlington National Cemetery, Arlington, VA
for
Aerial Events in the National Capital Region

20 June 2005

1. OBJECTIVE: This Memorandum of Agreement (MOA) standardizes planning actions and guidance to accomplish United States Air Force (USAF), United States Navy (USN)/United States Marine Corps (USMC) and United States Army (USA) aerial events in the National Capital Region (NCR) of Washington D.C. Special emphasis is placed on flyovers at Arlington National Cemetery due to their frequency and proximity to Ronald Reagan Washington National Airport. For joint service or Air Force aerial events in the Washington D.C. area, the USAF will be the lead service and Air Combat Command will provide an Aerial Control Team (ACT) and Mission Commander (MC). For USN/USMC aerial events, the USN will provide the ACT. Consequently, joint service aerial events will be conducted IAW Air Force Instruction (AFI) 11-209, Air Force Aerial Events and this MOA.

2. GENERAL:

a. For the purpose of this MOA, the NCR includes the District of Columbia proper and the surrounding metropolitan complex within a 15-mile radius centered on Memorial Bridge, which includes areas in Maryland and Virginia. Typical sites include, but are not limited to:

- 1) Arlington National Cemetery
- 2) Pentagon
- 3) Fort McNair
- 4) Fort Myer
- 5) Bolling Air Force Base
- 6) Andrews Air Force Base
- 7) FedEx Field
- 8) Byrd Stadium

9) The National Mall and Constitution Avenue

b. Due to the increasing volume and complexity of air traffic in the Washington area, increasing demands associated with the Washington, D.C. Metropolitan Area Air Defense Identification Zone (ADIZ) and Washington, D.C. Metropolitan Area Flight Restricted Zone (FRZ), and projected FAA workload during the summer months, Potomac TRACON finds it necessary to restrict NCR flyovers, to the extent possible, to the 1100 to 1400 local time period. This restriction is effective from 1 May through Labor Day, each year.

Note: The Aerial Control Team Mission Commander has operational control of the aerial event and the authority to cancel any aircraft or the entire event, if in his/her judgment, the aircraft or its pilot is incapable of meeting the operational or safety demands of the event. If the pilot in question is active duty military, his/her appropriate commander will be notified.

c. Aerial events may include some or all of the following assets, depending upon the nature of the event (aircraft used may be military and/or civilian, modern and/or vintage, single aircraft or multiples in similar and/or dissimilar formations):

- 1) Fixed-wing aircraft
- 2) Rotary-wing aircraft
- 3) Parachute Demonstration Teams

d. Points of Contact (POCs):

1) HQ ACC/A3TA is the POC for this MOA. Forward questions, comments or recommended changes to:

ACC/A3TA, Aerial Events Branch
205 Dodd Boulevard Suite 121
Langley AFB, VA 23665-2789

DSN 574-7854 or 8174/8175, commercial: 757-764-7854 or 8174/8175

Fax: DSN: 574-2130, commercial: 757-764-2130

E-mail: acc.a3ta@langley.af.mil

2) Each POC on the master list (located at the back of this MOA), will inform ACC/A3A anytime POC information changes. Include the following information with your update:

- a) Name/Title/Rank
- b) Office symbol
- c) DSN and Commercial telephone numbers
- d) DSN and Commercial fax numbers
- e) E-mail address (if available)

e. Definitions:

- 1) **Aerial Control Team (ACT):** A team of qualified personnel who oversee and control USAF, USN/USMC, and joint aerial participation in selected aerial events.
- 2) **Aerial Event:** Any aerial activity, including static displays and parachute team demonstrations, by aircraft or personnel taking part in military events, public events, or community relations programs.
- 3) **Aerial Review:** A flyover of more than four aircraft, or of multiple types of aircraft, or of aircraft representing more than one Military Service, with elements in trail formation and not involving precision maneuvers or demonstrations.
- 4) **Aircraft Demonstration:** A generic phrase that includes (except for static display, aerial review and flyover) virtually every type of aerial participation in military or civilian events: aerobatics, aircraft capabilities demonstrations, assault landing/takeoffs, aircraft weapons or tactics demonstrations, in-flight refueling demonstrations, airdrop demonstrations of personnel or equipment and parachute team performances.
- 5) **Dissimilar Formation:** Two or more different types of aircraft operating as a single formation. Wingmen must maintain spacing on the flight lead of no more than one nautical mile laterally or longitudinally, with no more than 100 feet vertical separation.
- 6) **Flyover:** Normally, a straight and level flight, by no more than four aircraft per formation, over a fixed point, and not involving aerobatics or aircraft demonstrations. However, bank angles of up to 90 degrees are permissible and may be used if required to improve the visibility of the aircraft to the spectators.
- 7) **Funeral Flyover:** A flyover at a funeral ceremony that may be flown as a missing-man formation.
- 8) **Hard Time-Over-Target (TOT):** Actual time for aircraft to perform flyover at site of ceremony/funeral.
- 9) **Memorial Flyover:** A flyover at a memorial ceremony when the body of the deceased is not recovered and is determined to be unrecoverable.
- 10) **Missing-Man Formation:** A four-ship formation with the number three aircraft either missing or performing a pull-up maneuver at a specific time in the flight.
- 11) **Mission Commander (MC):** Individual in charge of, and responsible for, the Aerial Control Team and the flyover/aerial review.
- 12) **Parachute Team Demonstration:** A demonstration of free-fall or precision landing techniques (or both).
- 13) **Smart Pack:** Briefing/flying information provided by the Aerial Control Team to aircrews and mission planners to conduct safe and successful flyovers/aerial reviews.
- 14) **Soft Time-Over-Target (TOT):** Pre-planned time for aircraft to perform flyover at site of ceremony/funeral.

3. RESPONSIBILITIES:

a. **HQ United States Air Force, AF/XOO:**

- 1) Coordinate flyover/aerial review requests in the NCR with the ACC Aerial Control Team.

- 2) Coordinate with Service Public Affairs agencies and/or other appropriate agencies, as required, to determine the extent of participation authorized.
- 3) Solicit volunteer units from appropriate MAJCOM, ANG, or AFRC agencies, as required to conduct aerial events in the NCR. AF/XOOO will provide the purpose of the event, number and type of assets required, dates/times/locations of practices/events, POCs, and other information pertinent to successful mission execution.
- 4) Provide a POC to act as liaison with the ACT (normally AF/XOOOF).
- 5) Coordinate with appropriate agencies to ensure National Capital Region flyovers/aerial review(s) occur between 1100-1400, 1 May through Labor Day, each year.

b. HQ United States Air Force Mortuary Affairs:

- 1) For Arlington National Cemetery funeral/memorial flyovers: When the next of kin desires a funeral/memorial flyover at Arlington National Cemetery, HQ AFSVA/SVOM will relay the request for flyover support to AF/XOOOF.
- 2) Provide a POC (HQ Mortuary Affairs Representative) to act as liaison with the ACT.

c. Continental NORAD Region (CONR)

- 1) Provide a POC to act as liaison with the ACT.
- 2) Disseminate planning information to National Capital Region Coordination Center and Northeast Air Defense Sector (NEADS) and other agencies as required.

d. COMNAVAIRLANT:

- 1) Once valid requirements have been met, provide the resources to execute the mission.
- 2) As required, coordinate with the Chief of Naval Operations (OPNAV) Staff Ops/Special Events (N09BX), Commander, Fleet Forces Command (CFFC) Air Operations (N331), Navy Chief of Information (CHINFO), Navy Personnel Command (NAVPERSCOM), Casualty Primary Response Branch (NPC-621), and other appropriate agencies to determine the extent of authorized participation.
- 3) Assign an ACT to support sanctioned NCR aerial events.
- 4) Provide designated type wings with details of planned NCR aerial event. Details shall include purpose of the event, number and type of assets required, dates/times/locations of practices/events, POCs, and any other additional information pertinent to successful mission execution.
- 5) Provide an operational single POC for events covered by this MOA. Cognizant authorities responsible for this MOA as it applies to USN scheduled flyovers/aerial events, shall be made aware of the POC's name, rank, title, office code, e-mail address, DSN, commercial, and fax numbers.
- 6) Ensure the planned profile (flyover/aerial review) is tailored according to specific event site requirements and aircraft flight envelope restrictions.
- 7) Assign the flight lead/mission commander (deputy airborne commander) as the overall mission commander in the event ground-to-ground and ground-to-air communications have failed.

- 8) Ensure aerial event activities have been coordinated with the FAA through the appropriate air traffic control managers.
- 9) Provide administrative and operational support to the ACT.

e. Navy Chief of Information (CHINFO) – Aviation Support Branch:

- 1) Evaluate requests for NCR aerial events.
- 2) Coordinate with Chief of Naval Operations (OPNAV) Staff Ops/Special Events (N09BX), Navy Personnel Command (NAVPERSCOM) Casualty Primary Response Branch (NPC-621), and other appropriate agencies to determine the extent of authorized participation.
- 3) As required, coordinate with Commander, Naval Air Force, U.S. Atlantic Fleet (COMNAVAIRLANT) to ascertain the availability of assets to support CNO sanctioned NCR aerial events. Formal requests (if required) should address the purpose of the event, number and type of assets required, dates/times/locations of practices/events, POCs, and other information pertinent to successful mission execution.

f. Air Combat Command (ACC):

- 1) If tasked by HQ AF/XOOO, provide available resources to execute the mission.
- 2) Approve operational participation by ACC assets in civilian and military events within the NCR.
- 3) Coordinate operational participation by AIRLANT approved assets for Joint support of civilian and military Aerial Events within the NCR with the USN (CHINFO/COMNAVAIRLANT), USA and USMC.
- 4) Ensure compliance with applicable USAF policy directives and instructions, aircraft specific manuals, MAJCOM supplements, and all Federal Aviation Administration (FAA) rules and regulations.
- 5) Ensure the supporting unit commander or a designated representative reviews the planned profile and approves use of their assets.
- 6) Ensure wings select aircrews that are highly qualified and proficient and that they do not send pilots with a weather category less than required to conduct the flyover.
- 7) Provide staging bases and support, or arrange for that support, as required.
- 8) Provide an Operational Directorate single POC for all events covered by this Memorandum of Agreement. Additionally, provide the name of the POC, rank, office symbol, e-mail address, Defense Switched-Network (DSN), commercial voice and fax numbers.
- 9) Ensure the planned flyover/aerial review profile is tailored to the specific event site. The supporting unit commander or a designated representative must review and concur with these profiles.
- 10) Provide a MC when required.
- 11) Provide an ACT, as required. If unable to provide an ACT, notify AF/XOO and SAF/PAN.
- 12) Provide administrative and operational support to the ACT.
- 13) Provide a rated officer as deputy mission commander when required. Normally, this would be the flight lead pilot.

- 14) Coordinate aerial event activities with the FAA through the appropriate air traffic managers.
- 15) Submit requests for foreign aircraft participation to the appropriate public affairs agencies for coordination and approval.
- 16) Grant the ACT MC and the airborne deputy MC joint authority, based on the weather matrix, to make a weather "Go/No-Go" decision the day of the event without further coordination.
- 17) Advise units of approved events and task/solicit support.
- 18) In conjunction with event approval, provide minimum weather/altitude waivers as required.
- 19) Notify the FAA, NCRCC and CONR of aerial events scheduled to occur in the NCR.

g. The 89th Airlift Wing Commander:

Note: It is understood that in all but the highest "visibility" aerial events, the unique mission of the 89 AW will take precedence over the ACT mission. However, the 89 AW/CC agrees to make every effort to ensure the ACT mission is not rendered ineffective.

- 1) Provide a POC (Commander, Airfield Operations Flight 89OSS/OSA) to act as liaison with the ACT.
- 2) Ensure Base Operations POC forwards flyover information to aircraft commander of VIP movements, in order to minimize disruptions of Honors rendered to the deceased.
- 3) Proximity makes Andrews AFB the ideal staging location for units that support NCR aerial events. If required, the 89 AW/CC will:
 - a) Provide Prior Permission Required (PPR) Numbers.
 - b) Provide Transient Alert (TA) Support:
 - (1) Aircraft marshal
 - (2) Fuel
 - (3) Oxygen
 - (4) Nitrogen
 - (5) Spectrometric Oil Analysis Program (SOAP)
 - (6) AFTO Form 781-Support
 - (7) Applicable ground support equipment
 - (8) If required, support deployed unit maintenance teams
 - c) Provide adequate ramp space for primary/spare aircraft.
 - d) Assist the ACT MC in arranging the following requirements for deployed DVs/aircrew/ground personnel.
 - (1) Protocol Support
 - (2) Billeting
 - (3) Transportation
 - (4) Messing Facilities

e) Provide a briefing room for mission brief/debrief.

h. The Air Force District of Washington, A-3/Commander of Ceremonies: Provide an Arlington National Cemetery POC to act as liaison with the ACT, when obtaining aircraft for flyover. Inform 11 WG/CCP of aircraft arrangements and requirements, who in-turn acts as liaison with the ACT at the ceremonial event.

i. National Capital Region Coordination Center:

- 1) Provide a POC to act as liaison with the ACT.
- 2) TSA Duty Officer will disseminate planning information to all agencies represented within the NCRCC. Notification to operational agencies outside of the NCRCC will not normally be made.
- 3) When an FRZ Waiver has been approved for non-military aircraft supporting an event, the affected pilot(s) is/are required to contact the NCRCC to execute their waiver prior to flight. The information received by the TSA duty officer during these calls – including waiver approval code, tail number, assigned mode 3 code, departure and arrival airports and flight times – is posted and disseminated to the other agencies in the NCRCC.

j. Commander, Military District of Washington, Fort McNair, DC

- 1) Provide a POC to act as liaison with the ACT.
- 2) Provide coordinator to plan and conduct all Joint ceremonies within the NCR, including those which utilize single Service or multi-Service flyovers.

k. The FAA Air Traffic Manager, Potomac TRACON:

- 1) Provide a POC to act as liaison with the ACT.
- 2) Provide air traffic control of aircraft participating in aerial events. Close coordination between TRACON and “Drago 3” is imperative to successful execution of the event.
- 3) Provide ACT personnel access to Potomac TRACON and necessary facilities.
- 4) Provide ACT personnel compatible communication equipment to monitor intra-flight communications during the aerial review.
- 5) Coordinate possible weather cancellations with ACT Mission Commander.
- 6) Provide aircraft climb-out instructions upon entering holding, and prior to departing holding for the run-in.

l. The FAA Air Traffic Manager, Ronald Reagan Washington National Airport:

- 1) Provide a POC to act as liaison with the ACT.
- 2) Provide air traffic control of aircraft participating in aerial events. Close coordination between tower personnel and “Drago 3” is imperative to successful execution of the event.
- 3) Provide ACT personnel access to the tower.

- 4) Provide ACT personnel compatible communication equipment to monitor communications during the event.

m. The FAA Air Traffic Manager, Andrews AFB:

- 1) Provide a POC to act as liaison with the ACT.
- 2) Provide air traffic control of aircraft participating in aerial events. Close coordination between tower personnel and “Drago 4” is imperative to successful execution of the event.
- 3) Provide ACT personnel access to the Tower.
- 4) Provide ACT personnel compatible communication equipment to monitor communications during the event.

n. The Superintendent, Arlington National Cemetery:

- 1) Provide a representative to act as liaison with the ACT.
- 2) Provide ACT personnel access to the administration offices to coordinate flyover details.
- 3) Provide ACT personnel access to the cemetery grounds with either government and or personal vehicles.
- 4) Screen applications for possible flyover request. Next of kin or authorized representative should be asked if the deceased performed duties directly relating to aviation and refer to the appropriate service for further eligibility determination.
- 5) Provide the ACT with ceremony details as they become available. Pertinent data includes but is not limited to the following:
 - a) Will the flyover occur at the transfer point or a burial site?
 - b) Is there a memorial chapel service?
 - c) What time is the memorial chapel service?
 - d) What section and plot will the burial take place, or where will the transfer occur?
 - e) What route will the procession take to the burial plot/transfer point?
 - f) What is the projected TOT?
- 6) Liaison with ACT to set a soft TOT based on scheduled events.
- 7) Schedule funerals with known flyovers so that the TOT of the flyover occurs between 1100 and 1400L, from 1 May through Labor Day, each year.
- 8) Notify ACT of pertinent changes.

o. The USAF/USN Aerial Control Team:

- 1) Provide an ACT POC (HQ ACC/A3TA and USN/CNAL) to act as liaison with all other agencies.
- 2) Provide all other agencies with updated POC information to include the following:
 - a) Name/Title/Rank
 - b) Office symbol

- c) DSN and Commercial telephone numbers
 - d) DSN and Commercial fax numbers
 - e) E-mail address (if available)
- 3) Provide the POC of unit supporting the flyover (unit providing the aircraft) with a copy of the Smart Pack following approval.
- 4) Provide the following agencies with necessary mission data:
- a) Washington National
 - b) Potomac TRACON (Vint Hill)
 - c) Andrews AFB FAA
 - d) Continental United States NORAD Region
 - e) National Capital Region Coordination Center
- 5) Provide adequate communications equipment to execute the mission.
- 6) Provide necessary personnel to execute the mission:
- a) Drago 1: USAF/USN ACT member located at the flyover point with the event POC to coordinate flyover timing. For Arlington burials, this will be with the Arlington National Cemetery Representative.
 - b) Drago 2: USAF/USN ACT Ground Control. A military member located near the flyover target to provide final course correction(s) and timing updates to the flyover aircraft, and initiates the missing-man pull call, if required.
 - c) Drago 3: USAF/USN ACT member located at POTOMAC TRACON facility or National Tower as appropriate. Monitors aerial events as well as the current reported DCA weather. Performs other liaison duties as necessary.
 - d) Drago 4: USAF/USN ACT at aircraft launch location (i.e., Andrews Tower), if required.
- 7) Designate an airborne Deputy MC (usually the flight lead or aircraft commander of a single aircraft flyover).
- a) The MC and the Deputy share joint responsibility for conduct of the aerial event.
 - b) The MC and the Deputy will make the weather “Go / No-Go” decision IAW the weather matrix in coordination with Potomac TRACON.
 - c) The MC is authorized to implement HQ ACC/A3 and CNAL waivers IAW the weather matrix.
- 8) The MC will assume operational control (OPCON) of all participating aircraft/personnel upon their arrival in the NCR. The MC will relinquish OPCON upon completion of the aerial event.
- 9) Ensure a Memorandum for Record is completed, if required, to document unusual circumstances.
- 10) Ensure Letters of Appreciation are completed and forwarded for appropriate signature, as desired.

11) Maintain this MOA and all associated attachments. Additionally, make changes as required to ensure accuracy of information.

4. Aircraft Flyover Details: ACTs will ensure the following information is used for planning events, briefing flight crews, and included in the Smart Pack.

a. Flight Plans.

1) Fixed wing: File IFR direct to Nottingham on the first line of the DD-175. Do not file a delay for holding or the flyover. On the third line of the DD-175: Routing to exit DCA's airspace to the South is Daily, J-61, Hubbs, etc. Routing to exit DCA's airspace to the North is DCA direct ADW, ADW direct EMI, etc.

2) Helicopters: File VFR to the maximum extent possible.

b. Frequencies.

	<u>UHF</u>	<u>VHF</u>
Primary:	279.575	124.0
Secondary:	270.275	
Tertiary:	269.0	

Note: TRACON, Drago 2, and aircraft will be on the same frequency. UHF will be the primary frequency used for flyovers.

c. Weather Requirements. DCA Tower Weather is the controlling weather agency. The ACT mission commander/deputy will make the final weather decision, using the weather matrix below, in coordination with the TRACON controller. The TRACON controller will inform all players over UHF (VHF if aircraft participating don't have UHF). Weather will not be pressed. If weather is a problem during any portion of the ingress/egress, the flyover should be terminated and the TRACON controller can provide an immediate IFR clearance.

Weather	Action
≥ 4,000' / 5 miles visibility	No restrictions (includes missing man pull)
< 4,000' / 5 miles visibility but * ≥ 2,300' / 3 miles visibility	Aerial Review or Flyover (3-ship option – no missing-man pull)
< 2,300' / 3 miles visibility	Fixed wing cancel
≥ 1,000' / 3 miles visibility	Helicopters only
< 1,000' / 3 miles visibility	Helicopters cancel

*** Note:** This restriction is due to minimum vectoring altitude.

d. Timing.

- 1) TOT is established by Drago 1 and is based on the time hack given at the mission brief.
- 2) The ACT will establish a **soft** TOT and provide updates until a **hard** TOT is established NLT 10 minutes prior to the actual time for routine events and NLT 6 minutes prior to the actual time for special events.
- 3) The flight lead will acknowledge with call sign and read back the **hard** TOT. Changes may still occur – be flexible.

e. Holding. The following are the pre-approved holding points and altitudes. Other locations and/or altitudes may be used, but **MUST** be coordinated and approved by Potomac TRACON.

1) Fixed wing:

- a) Hold South of the Initial Point (IP), which is OTT on the OTT184R, right turns, 10 nm legs, 004-184 degrees. Use altitudes below or as directed by TRACON.

Pre-planned altitude stacks (Sample)

VFR: Drago 51-54 at 3500' MSL	IFR: Drago 51-54 at 3000' MSL
Drago 61-64 at 4500' MSL	Drago 61-64 at 4000' MSL

Note: Be established in holding 20 minutes prior to the planned **soft** TOT.

- b) Aircraft will cancel IFR once VMC and will fly VFR with flight following (aircraft will continue to receive ATC services while VFR). Aircraft must cancel IFR prior to departing the IP.
- c) Aircraft will strive to maintain last assigned ATC altitude while holding even though VFR.
- d) Aircraft will advise ATC if maneuvering outside the standard holding pattern for timing purposes.
- e) When ATC provides clearance to depart the IP, aircraft are authorized to enter class B airspace and descend to 1000' AGL at pilot discretion or as assigned by ATC.

- 2) Helicopters: Hold at Springfield reporting point (N38-45.45 W077-10.52). Altitudes as directed by ATC, (Squawk appropriate code).

f. Ingress.

- 1) Do not depart the IP without clearance.
- 2) Drago 51 should squawk as directed by ATC.
- 3) Call "Departing the IP".
- 4) Call "feet wet" when crossing the Potomac.
- 5) Drago 2 will call "visual" and give final course corrections.

6) Drago 53 (missing man) squawk code 5153 when exiting holding from OTT.

Continue to squawk until rejoined with flight, then turn transponder off.

7) Flyover Minimum Altitude/Planned Airspeed:

a) Fixed Wing: 1000' above the highest obstruction within 2000' at XXX knots ground speed.

b) Helicopters: 500' AGL at XXX ground speed.

c) Missing man pull-up: Drago 2 will initiate #3 pull-up: "Drago 53, standby for pull — ready, ready, PULL!" #3 will make a wing's level pull out of the formation and climb to 5000 or 9000 feet MSL, as cleared, and contact TRACON.

Note: Expect to depart Nottingham, normally a 314 to 316 degree heading direct to Arlington National Cemetery. Follow instructions from the dedicated TRACON controller if a "stair-step" letdown is required. **No 360s after departing Nottingham.**

g. Egress.

1) Fixed wing/remaining three-ship: Expect to continue straight ahead and climb to 3000 feet MSL or as directed by TRACON. Contact the TRACON controller and expect radar vectors. (TRACON should give clearance while in holding).

2) Drago 53/Missing man: Expect clearance to 5000 or 9000 feet MSL after the pull. Contact the dedicated TRACON controller and expect radar vectors. Turn transponder off once rejoined with flight.

3) Rejoin: If weather permits, Drago 53 should get clearance from TRACON to conduct a visual rejoin on the 3-ship. A radar rejoin is also permitted within the limitations of governing service directives. If a visual/radar rejoin is not possible, expect all aircraft to proceed on the filed RTB routing for an enroute rejoin. **NOTE:** TRACON highly prefers the visual/radar option in order to expedite the rejoin.

4) Helicopters: Remain VFR and proceed as directed by ATC.

h. Communication Procedures: Radio Discipline - Strict radio discipline must be observed. Success of the event is dependent upon the Flight Lead receiving key transmissions from the Aerial Control Team and FAA.

i. Ground Procedures - A single frequency for engine start, taxi and marshaling is encouraged for large staged aerial events.

j. Control - Flights will be radar monitored from orbit point to target. Washington National Approach will provide descent to the Minimum Vectoring Attitude (MVA). FAA will provide radar vectors; however, the Mission Commander, through the ACT, will exercise event and timing control at the flyover site. If necessary, ACT members will be located at strategic points along the route to give exact timing cues to the Mission Commander.

k. The ACT will provide the following information to the Flight Lead. The products below will address the specific flyover the aircraft will support. As a minimum the following will be provided:

- 1) Aircrew Smart Pack.
- 2) Appropriate maps and or charts of the flyover route and the flyover site, as required.
- 3) Frequencies to be used during the flyover.

Note: ACT reference products are available at: <https://do.acc.af.mil/doo/flyovers.htm>. The Smart Pack located at this site should be used for general information only. The ACT will produce a Smart Pack designed specifically for each aerial event and forward it to the pilot/aircraft commander conducting the flyover.

l. Emergency Procedures:

1) Aborts:

- a) Ground: The supporting aircraft unit is responsible for ground abort contingencies. Recommend at least 1 ground spare.
- b) Air: If an aircraft is forced to leave the formation with a non-critical E.P. (i.e. chase aircraft is not required), the remaining 3-ship will execute the 3-ship option. If an aircraft is forced to leave the formation with a critical E.P. (i.e. chase aircraft is required), the remaining 2-ship will conduct the flyover in 2-ship formation with no missing-man pull. All aircraft may recover at either Andrews (non-critical E.P.) or Washington National (critical E.P.) as appropriate.

2) Lost Communications

a) With DRAGO 2:

- (1) Holding and Ingress: Drago 2 will relay instructions through TRACON.
- (2) Egress / Dept: N/A

b) With **TRACON**

- (1) While in holding or enroute to the holding fix: Do not execute the flyover. Squawk 7600 and depart the holding fix in accordance with standard lost communications procedures.
- (2) After departing the holding fix (Ingress): Execute flyover based on latest TOT information. If missing man maneuver is required, do not execute the missing-man pull. After the flyover, proceed in accordance with standard lost communications procedures.
- (3) After completing the flyover (Egress): Proceed in accordance with standard lost communications procedures.

3) 3-Ship Option: If the flyover requires the missing-man formation and there is only a 3-ship available, the 3-ship will depart the IP in standard 4-ship fingertip formation with the Drago 53 position vacant. Do not execute a missing-man pull.

5. General Flight Instructions:

- a. If a Drago 4 aircrew brief is required, the following items will be briefed, as a minimum: Weather, NOTAMS, Comm, Drago 2 instructions/control, Nottingham arrival and holding procedures, airspeed/timing, ground references, exact desired flyover point with coordinates, egress procedures, and IFE options.
- b. Aircraft will avoid Prohibited Area 56 (the National Monuments and White House just North of the Pentagon) unless specifically tasked into that airspace. The FAA must specifically clear the aircraft into P-56 as well.

6. Special Considerations:

- a. Special security precautions are imposed when aircraft operate in the vicinity of the President/Vice President. Aircraft will not fly over the President at any time.
- b. Aerial reviews and memorial/funeral flyovers involving procession routes: If the President/Vice President of the United States is involved, aircraft flight path should be perpendicular to the procession route to minimize “overflight” time. Flyovers of State, Official, and Special Military Funeral Processions along Constitution Avenue will be flown south to north, perpendicular to the procession route, and occur as the caisson crosses 4th Street, NW. Otherwise, the aircraft flight path should be parallel to the procession route.
- c. Aerial reviews and memorial/funeral flyovers involving “point” targets (e.g. burial/transfer sites, grandstands, etc.): If the President/Vice President of the United States is involved, aircraft flight path should offset to prevent overflight and facilitate ease of viewing. Otherwise, the aircraft flight path should be directly over the site.
- d. In all cases, terminal guidance provided by Drago 2 takes precedence.
- e. It is highly desired that all assets staging out of Andrews AFB in support of large-scale aerial reviews use a dedicated UHF frequency for engine start, taxi and marshaling, such as Ground Control.
- f. Radio Discipline is STANDARD - Success depends upon the Airborne MC receiving key transmissions from the ACT and FAA. Strict radio discipline will be observed.
- g. Numerous Prohibited/Restricted/No Fly areas exist in the NCR. It is imperative that aircrews are aware of this. Additionally, it is imperative that supporting aircrews review applicable VFR sectionals in order to become familiar with hazards to flight in the Washington D.C. area.

3 Attachments

- 1. Signature Page
- 2. Points of Contact
- 3. Distribution List

SIGNATURE PAGE

ORGANIZATION	SIGNATURE BLOCK	SIGNATURE	DATE
HQ USAF/XOO	TERESA M. PETERSON, Maj Gen, USAF Director of Operations and Training DCS, Air and Space Operations	//SIGNED//	17 Mar 05
Comments: Remove restrictions derived from the ACC supplement to AFI 11-209. The MOA applies to all aircraft which must comply with their own Service or MAJCOM regulations, not ACC's regulations.			
HQ AFSVA/SVOM	MARSHALL A. BLAIR Chief, Mortuary Affairs	//SIGNED//	17 Mar 05
Comments: None.			
CONR	M. SCOTT MAYES Major General, USAF Commander	//SIGNED//	17 Mar 05
Comments: None.			
COMNAVAIRLANT	DAVID C. DYKHOFF Captain, USN Chief of Staff	//SIGNED//	8 Jun 05
Comments: None.			
DON/CHINFO	T. L. McCREARY Rear Admiral, USN Chief of Information	//SIGNED//	17 Mar 05
<p>Comments: In response to your email dated 11 March requesting coordination for subject draft MOA, the following recommendations are offered:</p> <p>Paragraph 3d (2):</p> <ul style="list-style-type: none"> - Change "Commander, U.S. Atlantic Fleet (COMLANTFLT)" to "Commander, Fleet Forces Command (CFFC)." - Change "Chief of Navy Information" to "Navy Chief of Information." - Change "Casualty Assistance Branch (NPC-621)" to "Casualty Primary Response Branch (NPC-621)." <p>Paragraph 3e:</p> <ul style="list-style-type: none"> - Change "Chief of Navy Information" to "Navy Chief of Information." - Change "Casualty Assistance Branch (NPC-621)" to "Casualty Primary Response Branch (NPC-621)." <p>Attachment Two Points of Contact:</p> <ul style="list-style-type: none"> - Add "CHINFO Aviation Support Coordinator." POCs are CDR Scott Gureck at (901) 874-5802 and LT Eric Schreiber at (901) 874-5803. 			

ACC/A3	KENNETH M. DECUIR Major General, USAF Director of Air and Space Operations	//SIGNED//	20 Jun 05
Comments:			
89 AW/CC	DAVIS S. GRAY Brigadier General, USAF Commander	//SIGNED//	25 Mar 05
Comments: None.			
AFDW A-3	DOUGLAS R. LENGENFELDER Colonel, USAF Commander, AFDW A-3	//SIGNED//	14 Mar 05
Comments: Addresses: Change "Commander, AFDW A-3" to "AFDW A-3/Commander of Ceremonies" Section g. 2) Change "POC passes..." to "POC forwards..." Section g. 2. Change "so he is aware of the flyover and does not disrupt it." To "in order to minimize disruptions of Honors rendered to the deceased." Section h. Change "Commander, AFDW A-3" to "AFDW A-3/Commnader of Ceremonies" Section h. Change "Provide a POC..." to "Provide an Arlington National Cemetery POC..." Section h. Change "...ACT at event." to "...Act at the ceremonial event." Signature: Change "Commander, AFDW A-3" to "AFDW A-3/Commander of Ceremonies"			
NCRCC	ERNEST CHRISTENSEN Executive Director, Transportation Security Operations Center	//SIGNED//	4 May 05
Comments: None.			
Commander, Military District of Washington	GALEN B. JACKMAN Major General, USA Commander, MDW/Joint Forces Headquarters NCR	//SIGNED//	16 Mar 05
Comments: Following staff review of the Aerial Events MOA, the following comments/recommendations are submitted. <ol style="list-style-type: none"> Paragraph 1: Recommend U.S. Army be included in the Objective Paragraph. Paragraph 4e(2): Squawk 5175 is old and not used. Recommend this be changed to: "Squawk Appropriate Code" or "Discreet Code". Add points of contact. <ol style="list-style-type: none"> JFHQ-NCR (MDW), J/G-3, Mr. Kenneth Price, 202-685-2811. Ceremonies and Special Events, Mr. Michael Wagner, 202-685-2957. 12th Aviation Battalion, MAJ Dean Hagadorn, 703-806-7608 			

FAA AIR TRAFFIC MANAGER, POTOMAC TRACON	BARBARA J. COGLIANDRO Air Traffic Manager	//SIGNED//	28 Mar 05
Comments: None.			
AIR TRAFFIC MANAGER – WASHINGTON NATIONAL ATCT	DON R. SIMONS Air Traffic Manager	//SIGNED//	15 Mar 05
Comments: None.			
AIR TRAFFIC MANAGER – ANDREWS AFB MD	JOHN M. BRODERICK Air Traffic Manager	//SIGNED//	15 Mar 05
Comments: None.			
SUPERINTENDENT – ARLINGTON NATIONAL CEMETERY	JOHN C. METZLER, JR. Superintendent	//SIGNED//	10 Mar 05
Comments: None.			

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POINTS OF CONTACT

ORGANIZATION	POC	PHONE
AF/XOOO (AF Aerial Events Division)	Maj McKeon	(703) 697-5019 DSN 227-5019
Mortuary Affairs Randolph AFB TX	Mr. Trevor Dean	(210) 652-5806 DSN 487-5806
Mortuary Affairs Bolling AFB DC	TSgt William Barnes	(202) 767-5631 DSN 297-5631
Washington National Tower	Mr. Bob Laser	(703) 413-1533/4 (703) 413-1541
Potomac Consolidated TRACON (PCT)	Support Manager, Airspace and Procedures Operations Manager in Charge	(540) 349-7500 (540) 349-7541
Andrews AFB Tower	Mr. John Broderick	(240) 857-4808 DSN 857-4808
Andrews AFB Base Operations	1Lt Troy Kirkbride	(301) 981-3415 DSN 858-3415
Andrews AFB Command Post	Lt Col Scott Mitchell MSgt Luis Nordlund	(301) 981-5058 DSN 858-5058
Arlington Cemetery	Ms. Vicki Tanner Mr. Lionel Harrel	(703) 607-8570 (703) 607-8585 Ext 1
Andrews Weather	Capt Robert Schlesiger	(301) 981-5826/2629 DSN 858-5826/2629
ACC Aerial Control Team	Drago 1 Cell Phone Drago 2 Cell Phone Drago 3 Cell Phone Drago 4 Cell Phone	(757) 876-2625 (757) 876-2622 (757) 876-2848 (757) 876-2623
CHINFO Aviation Support Coordinators	CDR Scott Gureck LT Eric Schreiber	(901) 874-5802 (901) 874-4728
CNAL Aerial Control Team	CDR Rob Surgeoner robert.surgeoner@navy.mil CDR Kevin Kropp kevin.f.kropp@navy.mil	(757) 444-7651 DSN 564-7651 (757) 444-7653 DSN 564-7653
JFHQ-NCR (MDW), J/G-3 Ceremonies and Special Events 12 th Aviation Battalion	Mr. Kenneth Price Mr. Michael Wagner MAJ Dean Hagadorn	(202) 685-2811 (202) 685-2957 (703) 806-7608

Continental NORAD Region (CONR)	Battle Commander:	DSN 523-5781/5047
Short Notice (48 hour or less to execution)	Battle Commander conrbc@tyndall.af.mil	(850) 283-5781/5218 DSN 523-5781/5218
Normal (Greater than 48 hour to execution)	Strategy Division conr.strategy@tyndall.af.mil	(850) 283-5835 DSN 523-5835
ACC Command Center	Duty Controller	(757) 764-1555 DSN 574-1555
NCR Coordination Center (NCRCC)	TSA Duty Officer	(703) 563-3219

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